

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"3,363 tons.....Captain H. D. Jones.
 "POWAN,"3,338 "....." G. F. Morrison, R.N.R.
 "FATSHAN,"3,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lottius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain W. A. Valentine.
 "NANNING,"569 "....." C. Butchart.

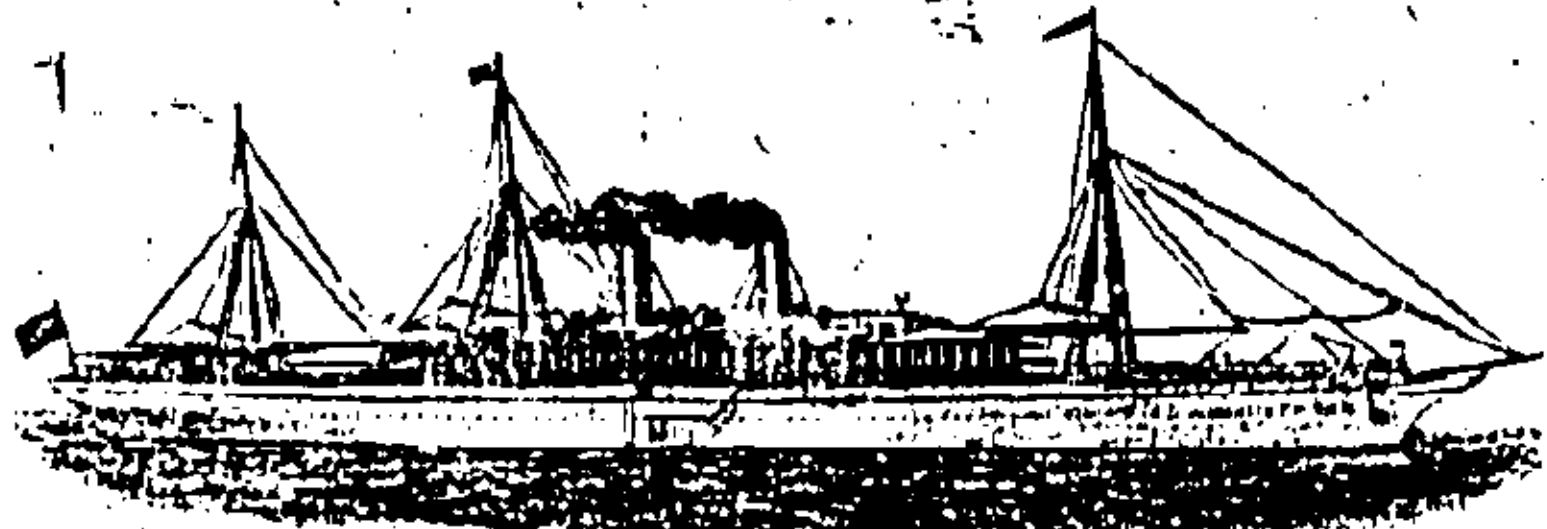
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	7,400	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN"	6,000	H. Rybui, R.N.R.	WEDNESDAY, 20th Sept.

Hongkong to London, via Canada, 14th Sept. 1905. Via New York 16th Sept. 1905.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rate £40. " £43.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Peddar's Street,
 Hongkong, 12th July, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE and HAMBURG.	2nd August. Freight.
Schulke	(Calling at S'PORE, PENANG & COLOMBO)	
SPEZIA	HAVRE and HAMBURG.	14th August. Freight.
Ehlers	(Calling at S'PORE, PENANG & COLOMBO)	
SAMBIA	HAVRE, BREMEN and HAMBURG.	23rd August. Freight.
Luning	(Calling at S'PORE, PENANG & COLOMBO)	
RHENANIA	HAVRE and HAMBURG.	6th Sept. Freight and Passengers.
Förck	(Calling at S'PORE, PENANG & COLOMBO)	
SCANDIA	HAVRE and HAMBURG.	20th Sept. Freight and Passengers.
v. Doehnen	(Calling at S'PORE, PENANG & COLOMBO)	
SILESIA	HAVRE and HAMBURG.	4th October. Freight and Passengers.
Bahle	(Calling at S'PORE, PENANG & COLOMBO)	
VANDALIA	NEW YORK VIA SUEZ, about begin-ning of Oct.	Freight.
Haase	with liberty to call at the Malabar coast.	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by Electricity.
 Daily qualified Doctor and Stewards are carried.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 20th July, 1905.

D. NOMA, TATTOOER.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in "TATTOOING" is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Lugengs.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZITEL	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 2nd day of August, 1905, at Noon, the Steamship SCHARNHORST, Captain L. Meas, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,303	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardsess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 16th August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."
 SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—
 Messrs. BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.9 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and fogtanking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephones: Nos. 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Lieber, Esqott A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN

RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905.

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"MINIMAX" HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
 LONDON, NEW YORK, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.

LOCAL AGENTS.

The most effective of all Hand-Fire Extinguishing Apparatus.
 NO PUMPS. NO ROSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child.

IMPORTANT POINTS FOR CONSIDERATION. Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

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EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road,
 Hongkong, 24th March, 1904.

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Dentistry.

DR. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOEUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

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SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERING

NEED NO DEPAIR.

THE NEW FRENCH REMEDY

THERAPION.

THERAPION NO. 1—A Sovereign

THERAPION NO. 2—A Sovereign

THERAPION NO. 3—A Sovereign

THERAPION NO. 4—A Sovereign

THERAPION NO. 5—A Sovereign

THERAPION NO. 6—A Sovereign

THERAPION NO. 7—A Sovereign

THERAPION NO. 8—A Sovereign

THERAPION NO. 9—A Sovereign

THERAPION NO. 10—A Sovereign

THERAPION NO. 11—A Sovereign

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THERAPION NO. 16—A Sovereign

THERAPION NO. 17—A Sovereign

THERAPION NO. 18—A Sovereign

THERAPION NO. 19—A Sovereign

THERAPION NO. 20—A Sovereign

A WONDERFUL DISCOVERY.

This is the story of research and experiment, when

all nature, so to speak, is unmasked by the scientific

method for the comfort and happiness of man. Science has

indeed made great strides during the past century, and

among the by no means least important discoveries in medicine

is the discovery of the cause of disease. The cause of disease

is the cause of all the diseases of the human body, and it is

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Intimation.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

Des Vaux Road.

LADIES'
DEPARTMENT.NEW
LACES
and
LACE
COLLARS.LINEN DRILL DUCK
MOTOR TAMS
for
LAUNCH & PICNIC
WEAR.TRIMMED
and
UNTRIMMED
MILLINERY
in large variety.A FINE STOCK
ofWHITE
CANVAS,
WHITE KID,
BLACK GLACE
and
BROWN GLACE
WALKING
SHOES.

Also

WHITE AND TAN
TENNIS
SHOES,

At Moderate Prices.

WM. POWELL, LD.,
HONGKONG.

Hongkong, 20th July, 1905.

Intimations.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the six months ending 30th June, 1905, will be paid on application to those persons who are registered as Shareholders in the above Company on the 24th July, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 26th July, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 20th July, 1905.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th July, 1905.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1905.

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1905.

THE CLUB LUSITANO, LD.

NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 63, 64, 67 and 68, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,

H. M. BASTO,

Acting Hon. Secretary,

Club Lusitano, Ld.

Hongkong, 24th June, 1905.

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COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts write in their weekly report of the 21st inst. as follows:—

During the past week there has been a fair demand for our principal stocks; and Hongkong and Shanghai Banks and Union Insurance shares have experienced a further sharp rise, but business generally has not been very active.

Banks.—Hongkong and Shanghai Banks continue in demand and have been negotiated at various rates between \$88 and \$93, closing in request at \$93. The London quotation is unchanged at £90. Nationals are firm at \$38.

Marine Insurances.—Cantons have changed hands at \$325 and more shares are wanted. China Traders have weakened to \$74 after sales at \$75. The special meeting of shareholders referred to in our last report, which took place on the 17th instant, was unanimously in favour of the proposed amalgamation of interests with the Union Insurance Society of Canton, Limited. Shares in the latter company have improved and are asked for at \$725.

Fire Insurances.—China Fires have been done at \$85 and Hongkong Fires are unaltered at \$305.

Shipping.—Hongkong, Canton and Macao Steamboats have again been placed at \$16, closing quiet. Indo-Chinas have been booked at \$92 and \$92 at which latter rate further shares are obtainable. Douglas Steamships have sellers at \$35 and China and Manilla remain dull at \$20. Star Ferries have declined and are on offer at \$34 (old) and \$16 (new). Shell Transports are still in the market at 21/; Shanghai Tugs are offering at Tls. 60 for the ordinary and at Tls. 50 for the preference shares.

Refineries.—China Sugars are inquired for at \$210 and Lurons may be procured at \$29.

Mining.—Chinese Engineerings can be obtained at Tls. 7.80. There are sellers of Raubs at \$6.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have advanced to \$198 after sales at \$196. Farnhams have been dealt in at Tls. 142 and close steady. Kowloon Wharfs are wanted at \$97. Hongkew Wharfs have risen to Tls. 192 but are quite at the rate.

Lands, Hotels and Buildings.—Hongkong Lands have inquiries at the improved rate of \$120. Shanghai Lands are on offer at Tls. 122 ex the interim dividend of Tls. 3 paid in Shanghai to-day. West Points have been fixed at \$2 and we expect to see an improvement in the stock very shortly. Hongkong Hotels are firmer and can be placed at \$138. Humphreys' Estate are quiet at \$124.

Cotton Mills.—Ewos have been disposed of at Tls. 52. Internationals have changed hands at Tls. 45 and Lau-Kung-Mows are in request at Tls. 52. Hongkong Cottons remain at \$16.

Cigar Factories.—Sumatras have been sold to a small extent at Tls. 68.

Miscellaneous.—Green Island Cements are still obtainable at \$16. We quote Electrica now at \$16 for the old and at \$14 for the new shares ex the dividend of \$1 and 50 cents respectively paid on the 17th instant. Bell's asbestos are wanted at \$64 ex. the dividend of one shilling and three pence paid to-day. China Providents can be placed at \$38. The Report and Statement of Accounts of the United Asbestos Oriental Agency, Limited, for the year ended 31st May, 1905, show a balance at credit of Profit and Loss Account of \$14,451.41 (after writing off \$564.81 for depreciation and including \$480.21 brought forward from last year) which it is proposed to distribute as follows:—To place in Reserve Fund \$2,000; to pay a dividend of 15 per cent. on ordinary shares absorbing \$5,940; to pay General Managers' remuneration \$2,000; to pay a further dividend of 5 per cent. on ordinary shares absorbing \$1,980; to pay \$19.80 per share on 100 Founders' Shares, absorbing \$1,980; and carry forward \$551.41. Langkats remain in demand at Tls. 185.

SOME GOOD OLD SONGS OF
THE LONG AGO.

THEIR SUBTLE POTENCY IS WINNING
THEIR WAY BACK TO PUBLIC FAVOUR.

The old songs are best, for they carry us back to the days that were radiant with sentiment, when we were part of poetry and romance. They stir our natures in their profound depths and, reaching below the callous of our presentcent hearts, play strange accompaniments upon the long-disused strings of our remembrance. Who can resist the subtle potency of those old songs that stop the world in tear-smiles that we may have a salutation back through a rift in the storm of years to the youth and maiden of the long ago?

That the old songs are best has been shown by the perennial popularity of Patti's "Home, Sweet Home," Emma Abbott's "Annie Laurie," Jenny Lind's "Kathleen Mavourneen," Christina Nilsson's "Way Down Upon the Swanne River," and Melba's "Coming Thro' the Rye." We do not always associate these immortal songs with the great singers who have included them in their concerts, but the singers are often remembered because of the songs themselves. There are few who can remember the many acrobatic arias of the splendid vocal artists who have commanded almost fabulous sums for their singing, but no one can forget when they yielded to popular demand for the old songs. Patti or Sembrich or Melba or Calve never had more sincere appreciation in the supreme moments of her triumphs than when she descended for the time from the classics of foreign composers and sang the simple love ballads that sent thrills through world weary hearts and caused withered palms to stir in tremulous applause.

Intimations.

NOTICE.

IT is hereby notified that the QUEEN'S RECREATION GROUND will be RE-OPENED on the 1st proximo.

By Order,

W. CHATHAM,
Director of Public Works.

Hongkong, 21st July, 1905.

STREET INDEX,
SECOND EDITION,
REVISED UP TO DATE,by
ARTHUR CHAPMAN,
Government Assessor.

Now in print, and will be published in August.

THE GOVERNMENT ASSESSOR,
The Treasuryor
NORONHA & COMPANY,
Government Printers.

Hongkong, 18th July, 1905.

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAVVIEW, MACAO."

Macao, 7th June, 1905.

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Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"MALACCA"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ, COLOMBO

AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Moldavia*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 19th July, 1905.

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Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOL'S PREPARATION have not attained their high position in the confidence of the people by bold assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY.THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND
MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 19th June, 1905.

NOTICE
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

DEATH.
On 16th July, at Shanghai, GEORGE FLORENTIN WATTS, Silk Inspector, Messrs. Arnhold, Karberg & Co., aged 34 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 22, 1905.

CLASS DISTINCTIONS IN HONGKONG.

In a Colony like Hongkong, whose cosmopolitan population is one of its chief features, it might have been expected that anything savouring of cliques and class distinctions would be rigidly tabooed. The numerous interests of the Colony impose an intercourse with the people of all nations such as obtains in few other places, and the result is that, in business at any rate, there is, generally speaking, an entire absence of racial feeling, all castes mingling and fraternising in the best spirit. But when we come to the social side another trait of human nature is disclosed. Of course, it may be said that every man has a perfect right to do what he pleases in his private life, and while that may be perfectly true the man of business takes good care to offend nobody by any assumption of superiority over those with whom he is in daily contact. It has been left for an organisation—whose motto is that all men are brothers—to proclaim blatantly the distinction which is supposed to attach to European birth, and to hoist the banner of social snobbery in the face of the very people from whom they are continually soliciting favours. The Young Men's Christian Association of Hongkong—worked from America—is imbued with a spirit of almost baronial pride of birth. No descendant of Warwick the Kingmaker ever pointed with greater haughtiness to the blood-royal in his veins than do these members of a Christian body attest their nobility of caste. Their portals are closed to the riff-raff who do not happen to be raised in some European barn. It is more difficult for the native-born to gain admission to their distinguished company than it is for a boot-black to gaze on the King. As they started, so they have continued; but their latest exploit is particularly worthy of attention. It has been arranged that on Bank Holiday the members of this precious Association will have an excursion to Mirs Bay. A few circulars were printed for distribution among that limited class which is eligible to accompany the excursionists. There was no suggestion that the circulars should be posted in public places, for the simple reason that it was feared the aristocracy of the Association might be overwhelmed by the common herd who are not wanted. There was at least a spark of decent feeling shown in the attempt to conceal the proposed trip from the knowledge of those whose application for a ticket could only have been regarded as a piece of gross effrontery, though entirely consistent with the opinion which is held by the high and mighty members of the Y.M.C.A. concerning everybody and everything not stamped with the hall-mark of European birth. So in order to prevent contamination by those not entitled to walk into the Presence, the circulars were handed round among the select few. Probably there would have been no circulars at all, had there not been the question of expense to consider. But the nobility of the Y.M.C.A. in Hongkong are apparently not always so staunch to their colours as the vulgar crowd towards each other; and it was necessary to get a certain number of excursionists to ensure the financial success of the outing. Everybody entrusted with the sale of these tickets is supposed to know by intuition the people who are officially declared by the Y.M.C.A. to be persons who are neither fit nor proper to associate with, but that only applies to the male section of the community. The young tin deities of the Y.M.C.A. have excommunicated the non-European males, but, being only mortal, they have said nothing about the ladies. The absurdity of the situation which their crass idiosyncrasy has brought about would be very funny if it were not so contemptible. It is possible for a member of the Y.M.C.A. to escort a lady of the outsider class—that is to say the non-European-born class—to

the excursion, and even to introduce her to the great intellects of the Association. But he cannot invite her brother to the picnic! He may induce half a dozen members of the Young Women's Christian Association—which, to its credit be said, is practically absolutely free from this rank snobbery and cheap pretensions—to join the excursion, so that his entourage might consist of all classes of the community on the female side. But if he dared to invite their fathers, or brothers or second cousins the probability is that as an iconoclast of the first water he would be incontinent thrown into outer darkness, where it is supposed that all is weeping and gnashing of teeth. It comes to this that where the female section of society is concerned a man, even a member of the Y.M.C.A., can do no wrong; but when it comes to the males, he has to be guarded against himself. He might even fraternise and find himself chummy with a non-European; things more wonderful have happened. So in order to prevent such a state of affairs, if possible, this Christian Association has let it be understood that none of the native-born—no matter his colour, character or ability—need apply. And this is what they are pleased to call "Young Men's Christian Association principles!" It must be remembered that the Y.M.C.A. has never been backward in soliciting subscriptions from the very people it now seeks to ostracise. Whenever anything is wanted for the organisation, there is a call to arms, and by means of diplomacy and a suitable amount of cajolery, those outsiders are graciously permitted to hand over their donations and subscriptions to the benevolent and brotherly members of the Y.M.C.A. To tell the truth, the Y.M.C.A. in Hongkong is practically maintained by the people who are looked down upon by the members. The very meekness and readiness of those outsiders to render help to the Association when asked is counted as so much against them. The spoliation of the Egyptians by the chosen people of God was carried out in an amateurish sort of way compared with the tactics adopted by the Y.M.C.A. of Hongkong. "We are the people," says the Y.M.C.A. "and there is none like us." They will have their excursion to Mirs Bay in the sanctity of their own society. Those who know what that society is likely to be will cordially wish them joy and a happy ending—financially of course—to the trip. But they should be made clearly to understand that when they next come forward to solicit alms they should give a wide berth to those who are deemed inferior mortals, whose company is not desired in the fastidious circles of the Y.M.C.A., and whose only claim to recognition at all is that they have some spark of human kindness in their breasts and a specially developed bent in the direction of generosity and brotherliness, things which are apparently unknown to the Y.M.C.A. of Hongkong.

LOCAL AND GENERAL.

JUNK Bay is added to the list of Ports of the Colony.

The German mail of the 22nd June was delivered in London on the 20th inst.

LIEUT. G. P. LAMMERT has been appointed a captain in the Hongkong Volunteer Corps.

We have to acknowledge the receipt of a copy of the annual report of the Hongkong General Chamber of Commerce for 1904 in handy book form.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Captain W. J. S. Harvey, R.A.M.C. from 9th August to 18th October, 1905.

THE Extradition Treaty between Great Britain and the Republic of Cuba, for the mutual extradition of fugitive criminals, is printed in the current issue of the *Gazette*.

MR. W. C. JACK, Captain Major, and fourteen divers left in the s.s. *Fri* this morning for Haiphong, whence they will proceed to the scene of the *Sully's* stranding, there to continue the salvage operations.

We learn that Mr. W. Kerfoot, Hughes, manager of the Penang Mining Co. was recently sentenced by the Senior Magistrate, Pahang, to six months' rigorous imprisonment, a fine of \$500 and to pay compensation, about \$1,000, for loss of a Chinese dwelling house which it is alleged was set on fire by him.—*Penang Pioneer*.

THE case in which Captain Jarvis charged his steward, Chen Poy, with the theft of five bags of flour under circumstances fully recorded in these columns, was called on to-day for judgment, when Mr. F. A. Hazeland said that from the evidence before him there were not sufficient grounds for a conviction, and defendant was discharged.

ANOTHER seaman from the s.s. *Adala*, G. Lund, was found wandering along the Praya near Aberdeen yesterday, and was arrested. He was this morning placed before Mr. F. A. Hazeland, and sent to join the other three men for three weeks' hard labour. A fifth man, named Holloway was arrested last week, but was so ill he had to be removed to the Government Civil Hospital, where he subsequently succumbed to an attack of dysentery. The sixth and last man who deserted from the *Adala* is still at large.

DURING the past week, when half Hongkong felt nearly stifled by the heat, it was hardly consoling to read the meteorological report which seemed to show that all the fuss about the unusually hot weather was mere imagination. Yet it is certified that in the office of the Supreme Court with punkahs and fans in full swing the thermometer registered 94° at 10 a.m. on two occasions; and in the Court itself, when the Hongkong Hotel case was being heard, the thermometer rose to 96°. That would appear to be an excellent incentive to make the builders of the new Courthouse put additional energy into their work.

DESPITE the threatening character of the weather last night, the attraction of Sandow and his troupe of athletes at the Theatre Royal proved as potent as ever. There was a large audience, only a few seats in the upper circle being vacant, and Sandow himself was in the pink of condition. The arrangement of the programme is admirably suited for the convenience of those who desire to see all the principal items and yet leave for home at a reasonable hour. Sandow's magnificent physique proved the great draw of the evening, and the lecture on physical culture was listened to with an attention and interest which would have gratified the most popular speaker. There is no doubt that Sandow's visit to Hongkong will be productive of much good if it only induces the youth of the Colony to take more than a merely academic interest in things athletic. And judging from the audiences which have been crowding the theatre during the week it seems evident that an abiding and personal application of Sandow's principles is likely to follow. One of the satisfactory features of the visit is the interest which is being displayed in the matter of physical development by the ladies, whose presence at the theatre has added to the charm of the performance. It may be taken for granted that there will be a large audience at the theatre to-night.

LONG DISTANCE WIRELESS TELEGRAPHY.

THE "CAMPANIA'S" EXPERIENCE.

In June of last year it was announced, says the *Electrical Record*, that one of the steamers of the Cunard system had kept in wireless touch with one or the other shore during the trip across the Atlantic, and since that time it is said that overlapping of the messages when in midocean has been the rule rather than the exception, the vessels of this line almost invariably getting in touch with the shore ahead before losing touch with that they were leaving. While under ordinary conditions it would be quite satisfactory if the vessel were in touch with one shore or the other throughout the entire voyage, if a greater range were secured the system would be so much better and more reliable; and that this can be done satisfactorily was demonstrated by the recent trip of the *Cunarder Campania*, which arrived in New York early on the morning of Saturday, May 17th.

After leaving Liverpool on the preceding Saturday, the *Campania* began to receive messages when 300 miles out from Poldhu, and daily after that many messages were received relating to current events of the utmost interest to the passengers. On Tuesday morning the Cunard bulletin announced that during the night the *Campania* had been in direct communication both with England and America; wireless messages were received from the Marconi stations at Poldhu, England, and at Cape Cod, Mass. The messages from England were sent out by Reuter's agency, and those from America by the Associated Press. The signals were strong and clear. The first message from America was received about 3 o'clock in the morning, when the *Campania* was about 1,800 miles distant from Cape Cod and 1,000 miles distant from Poldhu.

On Wednesday, when the *Campania* was almost in midocean, being 1,640 miles from Liverpool and 1,016 miles from New York, messages were received from both shores, and again on Thursday signals from both stations were recorded. The *Cunarder* bulletin published on Thursday on the *Campania* contained news received from Poldhu when the vessel was 3,080 miles from that station. These messages were among the longest ever received over so great a distance. They were strong and clear, and it was evident that communication could have been kept up from Poldhu longer had not the approach of the vessel to the Cape Cod station made it advisable for the Poldhu station to stop sending. Thus it will be seen that the *Campania* was not only in constant communication throughout the entire trip, but that for three days she remained in communication with both shores.

These messages, it will be noted, are sent in one direction only—from the shore to the vessel. Messages are sent in the reverse direction normally about 150 miles, and, when conditions are favorable, about 250 miles. The limiting factor here is the equipment and the amount of power available on the vessel for wireless communication. If vessels could put more power at the disposal of the wireless system, much longer distances could be covered.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 21st at 6.45 p.m. Orders issued to hoist the Black Cone point downwards and Ball.

The depression appears to be situated to the SW. of Hongkong and to be moving Westwards. At 9.45 p.m. Orders issued to lower the Black Cone and Ball.

On the 22nd at 11.55 a.m. the barometer has fallen on the E coast of China, and risen in the neighbourhood of Hongkong and in the Philippines. The depression has probably moved into the Gulf of Tongking. Moderate SE winds will probably prevail in the Formosa Channel and fresh to strong SE, and S winds over the NW part of the China Sea. Forecast—Light to moderate SE, and S winds; showery.

PRIZE DAY

H.E. THE GOVERNOR'S SPEECH.

AT THE ITALIAN CONVENT.

This afternoon His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., accompanied by Captain Arbuthnot-Leslie, A.D.C., and Mr. R. A. B. Ponsbury, Private Secretary, visited the Italian Convent in Caine Road, for the purpose of presenting the prizes to the successful candidates of that institution. Arriving at the Convent punctually at half past four, His Excellency and party were received by the Rev. Mother, and conducted to the hall, when the proceedings at once began according to the programme below. The hall had been very elegantly decorated with palms, pot plants and bunting, and it presented a very gay and lively appearance when all had taken their places.

The last item on the programme finished. His Excellency proceeded to present the long list of prizes, with a few words to each successful scholar, and that over His Excellency addressed the children in a speech that should be as interesting and instructive to the "children of an older growth," as to the scholars he addressed. We are requested by the Rev. Mother to tender her special thanks to Mr. Sin Tak Fan, for kindly presenting a silver watch as a prize, and to Mr. Ahmet Ramjahn for generously contributing to the prize fund of the Convent.

His Excellency said:—Children—The Inspector of Schools has given me a satisfactory report on your conduct and work during the year, with one exception, and I shall deal with that exception in the few remarks that I now address to the elder girls.

The two highest standards showed themselves weak in English Composition. Possibly the subject does not appear to you important, as you may not intend to write books and you will not be called upon to compile reports. Apart, however, from the fact that the better you can write the better you will talk and the more pleasure you will get from reading what is well written, you should remember that there is a branch of composition which is certainly as much women's work as men's. This is letter writing, a subject in which women excel than men. A well written letter gives pleasure apart from the information and the evidence of friendship that it furnishes. An ill-written letter is troublesome to read and lessens the interest in the writer. A letter, like any other form of essay, to be a good one must say something interesting; it must be sound in matter, and it must say it well, that is, it must be correct in style. Whether you can say something interesting depends on whether you notice, remember and think about what you see, hear and read. If you go through life without paying attention to what happens around you, and without trying to understand things, you will never be able to write well or even to talk well. I do not mean that when you have an occasion to write an essay or a letter, or that when you converse you should take the opportunity of showing how much you know, but I mean that it should be clear to the reader or listener that you have definite and well grounded information and opinions on the subject about which you are writing or talking. Next as regards the manner of writing. Before you begin a letter or an essay you should have a distinct idea of what you are going to write, and how you are going to arrange it. For instance, in a letter you will probably first refer to one you have received from the person to whom you are writing and you will answer any questions that it may contain. Next you will go on to say what you have been doing, seeing, hearing, or reading, and make your remarks on the events or books. Then you will ask any questions you may wish to put to your correspondent. This is only one arrangement of many that might be made and I only mention it to explain that there should be some order in the way you put down your thoughts. In an essay it is of more importance that the ideas should be in a regular sequence, and that they should not fly about from one part of the subject to another. The different parts should be kept in separate paragraphs, and the paragraphs should lead on from one to another in a natural order. A frequent cause of books being dry and dull to read is that this rule is not followed: the story does not, as it were, flow on in a natural way. Just in the same way that you should arrange the different parts of your subject to your mind before you commence writing, you should arrange your sentences before you put them down in order that they may fulfil the first requirement of style, that is, be clear. They are more likely to be this if they are simple and short than if they are complicated and long; and they must be grammatical. There must be no doubt as to which noun or pronoun a verb refers. It is to prevent confusion of this sort that you learn grammatical rules, and how to parse sentences.

The selection of words is important. There are very few words that mean exactly the same thing and if you know a large number of words you can give much more precision to your descriptions than if you are confined to comparatively few nouns, adjectives and verbs. A large vocabulary shows a good education. The labourer's conversation is made up of a few hundred words; a writer of repute will use many thousands. But you should never use a word of which you are not quite certain of the meaning, and of two words which equally represent your meaning you should use the shorter one, so long, of course, as it is not slang. With the same restriction, do not be afraid of making use of little-used words if they express exactly your idea. I recommend to those girls who wish to write well that, whenever they come across in their reading a new word, or phrase, they should learn precisely what it means, and put it down in a note book for future use. Again, avoid unnecessary superlatives. Your adjectives will be stronger, if not constantly qualified by adverbs, such as "tremendously," "enormously," and even "very" (which I suppose means "verily" or "truly") should only occasionally be used. The person who is always ready to swear to a fact will be less believed than the one who

habitually answers with plain "yes" or "no." With words well selected, sentences simple and grammatical, and the subject treated in a clear and consecutive manner, an essay cannot fail to be intelligible, and if the writer has knowledge of what she is writing, must also be interesting. For most purposes this will suffice, but the girl who has achieved so much success will probably not be satisfied but will want to make her compositions pleasurable to read. For this she must remember that as talking is everyday song so is writing everyday poetry; harmony must be studied and discordant sounds avoided. Such sounds are inharmonious words, the unimpaired repetition, in one sentence, of the same words and arrangement of words, which is not actually ungrammatical, are inelegant, for instance, split-infinitives, and the termination of a sentence by a preposition. I will leave the English teacher to explain by examples to any girls whom I may have interested in these matters how such errors are to be avoided, as well as how they may improve their writing by balancing their sentences, introducing apt parallels, picturesque illustrations, and effective quotations. I will close these remarks, I trust before they have become tedious, by emphasising the beneficial effect on writing which results from the reading of good books, and by presenting the works of a master of style to the girl who is most likely to profit by their perusal, that is to the girl who has shown the greatest promise in her English compositions (loud applause).

The piano performances and recitations which were given by the girls were highly appreciated and testify to the efficient manner they are taught by the good Sisters of the Convent. The full programme is as follows:—

Address.....M. Nolasco da Silva.
Piano....."Symphonie d'Estimé".....P. Ros.
Recitation....."Going to the Edge of the Earth".....C. Matlock.
24 Girls....."Action Song".....Elv. Felices.
Drill....."Scarf".....M. Ahwee.
2 Pianos (8 Girls)....."Polka Concertata".....M. Brewster, E. Camara, R. Loching, V. Velez, T. Barretto, E. Best, Enr. Felices, and I. Sison.
Recitation....."Wonders of the English Language".....L. Hicks.
Solo....."Overture de Raymond" (Andrew Thomas) D. Souza.
Accompanied by Miss E. Angel....."The Five Arts"—Music.....M. Barnadas.
Poetry.....E. Best.
Painting.....Enr. Felices.
Architecture.....T. Barretto.
Sculpture.....R. Galluzzi.
Genius of the Arts.....Elv. Felices.

PRIZE LIST.
Appended is the prize list:—
Preparatory Class.—1st prize Clara Matlock; 2nd—Maria Xavier; 3rd—Angelina Azevedo; 4th—Lizette Mackintosh; 5th—Ignor Remedios; 6th—Ismaenia Passos; 7th—Reginald Livesey; 8th—Lucy Peiry; 9th—Agnes Wing; 10th—James Stonie.

Infant Class.—1st prize—Eva Figueiredo; 2nd—Herellia Gardner; 3rd—Maria Luisago.
1st Standard.—1st prize—Maggie Pintos; 2nd—Jennelle Lawrence; 3rd—Maud Kew; 4th—John Hart; 5th—Maria Rodrigues.
2nd Standard.—1st prize—Manuela Osele; 2nd—Helen Brewster; 3rd—Julia Ycaza; 4th—Alicia Carvalho; 5th—Norah Brewster; 6th—Rosalia Longos; 7th—William Hart.

3rd Standard.—1st prize—Julia Del Pan; 2nd—Elvira Felices; 3rd—Gloria Ycaza; 4th—Aalia Goitia; 5th—Lily Reich; 6th—Cassida Carvalho.
4th Standard.—1st prize—Enrique Felices; 2nd—Natividad Lukban; 3rd—Giovanna Remedios; 4th—Ruby Hopwar; 5th—Renata Galuzzi; 6th—Rosaria Loching; 7th—Maria Emilia Gutierrez; 8th—Bessie Brewster.

5th Standard.—1st prize—Jessie Pestonjee; 2nd—Ma Gutierrez; 3rd—Dolly Remedios; 4th—Leonina d'Almada e Castro; 5th—Mary Ahwee; 6th—Loulisa Hicks; 7th—Isabel Hicks.
6th Standard.—1st prize—Maria Gomes de Silva; 2nd—Mary Santos; 3rd—Noemi Marques; 4th—Januaria Sissou; 5th—Nafalda Barradas.

7th Standard.—1st prize—Eliza Camara; 2nd—Edith Best; 3rd—Cecilia Lukban; 4th—Marie Nolasco.

THE natives on the coast near Swatow were stirred up the other day by the appearance of a landing party which brought with it, they said, a gun, and hoisted flags at different points on the shore. Surely the Japanese had at last come to take possession of the ports which communicate with Formosa! It resolved itself into a surveying party with a theodolite landed from H.M.S. *Waterwitch*, and so the course of affairs runs smoothly again.

SHIPPING AND MAILS.

MAILS DUE.
French (Sydney) 24th inst.
Indian (*Catharine Ahear*) 24th inst.
Canadian (*Athenian*) 25th inst.
Canadian (*Empress of China*) 25th inst.
English (Mails) 26th inst., noon.
German (*Prinz Sigismund*) 31st inst.
American (*Doriot*) 1st prox.
German (*Prinz Eitel Friedrich*) 1st prox.

The s.s. *Rubi* left Manila on 21st inst., and is due here on Tuesday morning.

The s.s. *Den of Crombie* sailed from Singapore on 22nd inst., and may be expected here on 27th inst.

The Boston S. S. Co.'s s.s. *Tramont* sailed from Moji on 19th inst., for Shanghai, Manila and Hongkong.

The Imperial German Mail s.s. *Prinz Heinrich* which left here on Tuesday, at 10 a.m., arrived at Shanghai on Thursday, at 6 p.m.

The P. & O. S. N. Co.'s s.s. *Malla* left Singapore for this port on 21st inst., at 5 p.m., with the outward English Mails, and is due here on 26th inst., at noon.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* carrying the German Mail with dates from Berlin of the 14th inst., left Colombo on Friday, p.m., and may be expected here on 1st prox.

TELEGRAMS.

[Reuters.]

The Aliens Exclusion Bill Passed.

LONDON, 20th July.
The Aliens Exclusion Bill has passed its third reading in the House of Commons.

Admiral Rozdestvensky's Report.

A Paris newspaper's correspondent in St. Petersburg reports that the Tsar received Admiral Rozdestvensky's report on the 10th instant; it ascribes the defeat to defects in the guns and ammunition supplied to the ships, due to administrative corruption, and to mutinous and incompetent crews. A mutiny broke out at Madagascar and another off Formosa, while finally, during the battle, the crews of the *Seniavin* and the *Apraxine* refused to fight and part of other crews followed their example.

The Peace Conference.

Later.
M. de Witte has left St. Petersburg en route to Washington.

The *Minnesota*, with the Japanese plenipotentiaries on board, has sighted the American coast.

The Unrest in Finland.

The Governor-General of Finland has been wounded by a bomb when leaving the Senate; the thrower of the bomb escaped.

SHIPPING JETSAM.

COLLISION IN SHANGHAI.

Late on Friday night the H.A.L. steamer *Brigavia* dropped down river on the way to sea; when abreast of the Standard Oil Wharf, a large junk dropped anchor right in the steamer's course. The *Brigavia* at once shifted her helm to avoid running the junk down and in doing so crashed into the side of the *El Dorado*, which was lying close without any steam up. The *El Dorado* was struck on the port quarter having some of her plates stove in. The *Brigavia* rebounded and then struck the *El Dorado* amidships doing considerable damage to the deck fittings. The *Brigavia* in swinging clear of the *El Dorado* fouled the steamer *Hindu* and carried away the latter vessel's port boats and damaged her deck fittings. After getting finally clear the *Brigavia*, which suffered but little damage, proceeded on her way to sea. The other two vessels will have to receive considerable repairs.

THE CHINA-BORNEO CO., LD.

The N.D.L. s.s. *Borneo*, with Capt. F. Semhill in command, which arrived at this port from Sandakan yesterday, left for Hongkong and Shanghai, with a consignment of timber shipped at Kudat by the China Borneo Co., Ltd.

The *Sabah* s.s. *Borneo* which has been overhauled and provided with bilge-keels on the China Borneo Slipway, left for Jolo and Zamboanga on 23rd ult. We understand that very satisfactory results were obtained at the trial trip on Thursday. Her place on the Slipway was immediately occupied by the s.s. *Aru*.—D. N. D. Herald.

GROWTH OF CITIES.

THE POPULATION OF NEW YORK APPROXIMATELY 4,000,000.

The census of 1900 gave Greater New York a population of 3,437,202. The population embraced in the area of 350 square miles now constituting the new city before the consolidation of Manhattan Island, Brooklyn and other suburbs contained in 1890 2,492,591. During that census decade Greater New York had, therefore, added nearly 1,000,000 to its population. A recent State census shows that it has now a population of approximately 4,000,000, having increased 549,952 since the Federal census of 1900 was taken. If it continues to grow at the same rate during the next five years the census of 1910 will show an increase of nearly 1,000,000 in population over the returns of 1900.

Greater New York now stands as the second city in the world in the number of its inhabitants. London is the only city now leading it. According to the British census of 1901, the metropolis had a population then of 6,500,000, or 2,500,000 more than New York is believed to possess to-day. But Greater London, as it now exists, covers an area of 681 square miles, or nearly double that covered by New York. And although the growth of the British metropolis is amazing, in all probability it will, in the course of a few decades, be passed in the number of its inhabitants by the population of Greater New York, as the latter is doubtless receiving much larger accessions not only from this country, but from abroad. The number of immigrants entering New York harbor during the current year promises to reach a round million, providing the ratio of the first six months is maintained, and a large proportion of this vast immigration stops there.

The growth of modern cities is something marvellous. London contained a century ago less than a million inhabitants. Paris had only about half a million. It contains now 2,500,000. New York's 4,000,000 inhabitants is practically the product of a century's municipal growth, as it contained a population of less than 200,000 in 1800. The city of Chicago has a population of over 2,000,000 at present time, which is the development of not much over sixty years. It is assumed that if New York continues to maintain the present ratio of growth its population will exceed that of London before this year 1950.

GALLANT RESCUE

FROM DROWNING.

A very plucky rescue, by which an American sailor was saved from a watery grave, took place in the harbour yesterday morning. The facts go to show that at a quarter to eleven o'clock yesterday morning five sailors from the U.S.S. *Callao* were in the ship's cutter, going towards Blake Pier, when the launch *Polly*, belonging to Messrs W. S. Bailey, and Co., ran into the cutter, and three of her occupants were thrown into the water. Two of them could swim just sufficiently to keep themselves afloat, but the third who could not swim at once sank. Police pinnace No. 5 was coming past the *Callao*, and seeing what had happened P. C. Douglas Foley went full speed to the scene, and, seeing the man who could not swim sinking for the third time, without a moment's hesitation, and weighted as he was with his full attire, of none of which did he divest himself, he sprang into the sea, and was just in time to catch the man, as he was going down. A launch belonging to Messrs. Lane Crawford & Co. came up and threw life-belts to the drowning man and his rescuer, and they were finally landed on that launch. Then constable Foley at once applied first aid to the drowning, and subsequently as the man showed signs of returning consciousness he was transferred to the cutter and taken to the *Callao*, where the constable handed him over to the doctor. Beyond being a little weak from the shock the man, we are informed, is quite himself to-day. We understand the Commander of the U.S.S. *Callao* was an eyewitness to the gallant rescue, and expressed to the police his keen appreciation of constable Foley's bravery, and prompt action, but for which the sailor would inevitably have been drowned. It is to be hoped that a report of the occurrence will be forwarded through the proper channels to the Royal Humane Society, so that the gallant rescuer's case may be dealt with by that Society in such manner as it thinks fit, and he rewarded in an adequate manner, besides anything the American Admiral may do in that direction, a report of the occurrence, we learn, having been forwarded to him. In this connection it will be seen from a report elsewhere that the coxswain of the launch *Polly* was arrested, tried at the Marine Court, and his certificate suspended for two months.

SAILORS' MUTINY AT SHANGHAI.

OFFICERS AND CREW ON STRIKE.

A Shanghai contemporary reports that on the 15th inst. a state of mutiny prevailed on board the four-masted American schooner *Annie E. Smale*, which was due to sail on that day, for Port Townsend. It appears that there has been much discontent on board for some time past and matters were brought to a crisis by the officers and crew refusing duty when ordered to leave up anchor. The master, seeing that the men were determined not to work, at 9.20 a.m. hoisted the signals "Crew mutinous; want assistance," and upon these signals being read by the Senior American Naval officer in port, two boats manned by an armed guard of bluejackets, were dispatched from the U. S. S. *Villalobos*, and *Quincy* to the *Annie E. Smale* to render any assistance necessary.

On their arrival they found that nothing untoward had occurred beyond the fact that the mates and the crew had refused to work. The officer in charge of the bluejackets pointed out to the officers the serious consequence which a persistence in their present attitude would entail, and the mates, after relating the grievances in detail, resumed duty. The crew, however, persisted in their refusal to work. They complained of bad food, indifferently served, and hard times generally, and were resolved not to proceed in the ship. They were placed under guard, taken ashore and lodged in the American Consular goal to await trial.

It is believed that one of the mates' grievances is the refusal of the master to allow them to take their meals in the saloon, they having to utilise the steward's pantry for that purpose. This, if true, is a gratuitous insult on the part of the master to the men upon whom he has to rely for assistance for the safe navigation, efficiency and well-being of his vessel. To longshoremen this refusal may appear to be a very trivial ground for complaint, but the officers have the working of the crew. And the latter, seeing that there is friction among the members of the "after guard," are thereby more difficult to handle and less amenable to discipline.

TOFFEE AND TOIL.

HACKENSCHMIDT SAYS EAT SWEETS AND BE STRONG.

"If you would be strong, eat all the sweets you can," says Hackenschmidt, the well-known wrestler.

He was being interviewed by a representative of the *Confessionist Union* when he delivered this weighty pronouncement. "If you cannot get the puddings and pastry you like, buy a lot of chocolates and toffee. But remember always to get the best you can. Cheap sweets are bad for the digestion."

"This, with plenty of hard work, is the secret of my strength."

"The next thing after getting strong," added the wrestler, "is to keep strong. Eat a lot of food. They say that the Japanese athlete eats but little. This is all foolishness. The Japanese are a miserable little people. A man must eat to grow big and strong."

"Exercise a lot, and with discretion, too. If you get tired, stop. Remember there is another day, and you must reserve your strength for another occasion."

"Sleep as much as you can. If you ever suffer from indigestion, or have a headache, immediately take to your bed and have a good sleep. This will have a better effect than medicine; for by the time you awake your indigestion will be gone."

"Weights, and heavy ones, will make you strong if they are used properly. It is all foolishness to work with little weights. That makes big knotty muscles; but they are hard and dry, and haven't any strength for a real

NEGLIGENT NAVIGATION.

NEARLY CAUSES FATALITY.

This morning at the Harbour Master's Office Mr. Basil Taylor, Assistant Harbour Master, held an enquiry into the circumstances connected with the collision between the launch *Bailly* and the U.S.S. *Callao* cutter, in the waters of the Colony, on the 21st inst.

John Egan, petty officer in charge of the cutter, said: I was going from the U.S.S. *Callao* to the *Zafra*. I saw the *Bailly* on my port bow coming from Blake Pier and steering to pass to the eastward of the *Zafra*. She was close up to me before I saw her. She did not attempt to get out of my way, but came straight on and ran into me, striking me about two feet from the bow on the port side. I could not see any one on the deck of the launch. My boat is a four-oared cutter-gig. When the collision took place three of my men were knocked overboard. The police pinnace appeared within a minute, and they threw a life-buoy and P.C. 77 (Douglas Foley) jumped overboard and saved one of the men who could not swim.

Chau Cheong Kau, coxswain of the *Bailly*, said: I was on my way from Blake Pier to Bailey's works in Kowloon Bay. I saw the cutter first about 100 yards off on my port bow. I could not see her before because a Manila steamer was in the way. (He showed with models that the cutter was going to eastward and she was struck on the starboard side.)

Engine Bover, one of the crew of the *Callao*'s cutter, corroborated the evidence given by Egan.

Mr. Taylor said:—Chau Cheong Kau was not keeping a proper look out. He shaved the bows of the *Zafra* too close, and took no proper steps to avoid a collision. His certificate is suspended for two months.

NEW TERRITORIES.

FORTHCOMING LAND SALES.

On the 29th inst. at 12 o'clock (noon) at the King Shan Police Station a plot of Crown property containing 43,500 square feet will be put up for sale by public auction. The upset price is one hundred dollars and the annual rental five dollars. The property will be sold subject to all conditions of the usual Farm Lot lease. On the 24th inst. at 3 p.m. several other lots will also be put up for sale at the branch Land Office, Tai Po. The land is situated at Sun Tsun and Tong To Tsun; the upset prices are one and two cents a foot.

TAFT ON CHINESE EXCLUSION.

THE SECRETARY OF WAR DISCREDITS PACIFIC COAST.

In a commencement address at Miami University, in Ohio, Secretary Taft is quoted as having used the following language:

"Touching the application of the Chinese exclusion law, the Secretary asked: Is it just that for the purpose of excluding or preventing perhaps 100 Chinese coolies from slipping into this country against the law, we should subject an equal number of Chinese merchants and students of high character to an examination of such an inquisitorial, humiliating, insulting and physically uncomfortable character as to discourage altogether the coming of merchants and students?"

Those who have been admirers of Secretary Taft, and who are also familiar with the real facts of Chinese immigration, will feel genuine sorrow in reading that paragraph and other paragraphs of the same address. It is not so much what he said as the manner of his saying it. When he gives the weight of his name to the false statement that our rigorous examination of Chinese is merely for the purpose of excluding "100 Chinese coolies" he does that which his best friends will most sincerely regret. There is not an employer of labor on this Coast who does not know that under the former lax administration of the exclusion law there was a regular, notorious and almost open tariff for the admission of coolies under the guise of "merchants," and that any coolie who had the price could obtain Chinese employment in the country made no secret of it, but would ask in the ordinary course of business for wages which they had allowed to accumulate for the purpose of getting a son or a "cousin" into the country. The usual tariff was \$300. It was to stop those frauds that the screws were put on, and must be kept on.

Nevertheless there is, and never has been any disposition in California or elsewhere to keep out students, tourists and genuine merchants. So long as there are coolies here there will be merchants to serve them, and when the coolies disappear the merchants will go with them. Nobody objects to students and tourists. As no reliance whatever can be placed on Chinese official credentials there is doubtless a difficulty in providing such persons with the necessary documentary evidence of their character, which our laws require and must continue to require. It ought, however, to be possible to deal with the matter. It is as much the duty of the Immigration officials to admit those who are entitled to come in as to keep out those who are not so entitled. As a rule, the appearance of those entitled to come in is almost conclusive evidence of their character, and there is no reason for subjecting such persons to humiliation.

To none of our people is so important as to our workmen that there shall be active markets for our products in all parts of the world, and while we have no confidence in any stories of an effective boycott of our products in China, yet it certainly must injure trade to subject influential people to undeserved humiliation. Had Secretary Taft presented the subject in that light and in such a spirit his remarks would have met with the approval of all sensible men.—S. F. Chronicle.

SANITARY BOARD.

There will be a meeting of the Sanitary Board on the 25th inst. Following are the orders of the day:—

1. Recommendations of the committee appointed to consider in what case buildings should be allowed to exceed a height of 76 feet.
2. Application for the approval of plans of certain new houses proposed to be erected on Inland Lot 1680. Causeway Bay, as required by "Special Conditions of Sale" of said Lot.
3. Application for a modification of the requirements of section 185 of the Public Health and Buildings Ordinance 1903, in respect of No. 50 Queen's Road West.
4. Application for permission to place a boiler and construct a shed in the open space at the rear of houses Nos. 5 and 6 Austin Road, Kowloon.
5. Application from Sham Yu requesting that his name may be placed on the list of approved drainage contractors.
6. Application for a licence to sell fish in respect of No. 22 Station Street North, Mong Kok.
7. Application for a licence to sell pork in respect of No. 38 Station Street North, Mong Kok.
8. Application for a licence to sell pork in respect of No. 44 Sai Wan Ho.
9. Application for No. 15 Queen's Road East, ground floor, to be registered as a bake-house.
10. Application for No. 210 Des Voeux Road West, ground floor, to be registered as a bake-house.
11. Mortality statistics for the weeks ending 24th June and 1st July, 1905.
12. Limeswallowing return for the fortnight ending 18th July, 1905.
13. Rat return for the fortnight ending 22nd July, 1905.
14. Application for a modification of the requirements of Section 175 of the Public Health and Buildings Ordinance 1903, in respect of Nos. 30 and 32 Ham U Street.
15. Further application with reference to a modification of the requirements of sections 138 and 151 of the Public Health and Buildings Ordinance 1903, in respect of Nos. 70, 72 and 74 Queen's Road Central.

CHINESE STUDENTS' FEDERATION.

A REPLY TO TRADUCERS.

A writer in the *N. C. Daily News* says: Short as has been the time since the starting of the above-named Association there apparently have not been wanting as is usual in such matters, detractors who have been lately casting all manner of aspersions against the Federation, the most serious of which, perhaps is the declaration that its aims are political. It is needless to say that these traducers of the good name of the World's Chinese Students' Federation are reactionaries of the most pronounced type, whose narrowness of vision causes them to look at every popular institution with suspicion, the object of which is to spread much-needed enlightenment and knowledge throughout this great Empire which is just beginning to appreciate intelligently the benefits of modern education. History shows us that ignorance has always been the basis of undetected charges and the traducers of the Federation seem to be no exception to the general rule, since in making their charge that the aims of the Federation are political these reactionaries apparently had not read what may be termed the "Platform," published in the local Press, which gave the reason d'être for starting the Federation, which distinctly declares that "the aims of the Federation shall be entirely non-political and strictly educational and social"—the italics are ours. Furthermore, looking at the published list of officials of the Federation we see among them names of Christian Chinese gentlemen of well-known standing who, we think, would scarcely serve on its committees were the aims of the Association in the least political.

COMMERCIAL.

Messrs. Benjamin Kelly & Potts report that they have to-day received a telegram from Singapore stating that the Raub crushing for the past four weeks realized 486 ounces smelted gold from 3,470 tons of stone.

Advices from Shanghai, dated 17th inst., state:—Business reported:—Shanghai Lands at Tls. 125. Internationals at Tls. 45. Langkats at Tls. 187 1/2 for July. Horse Bazaars at Tls. 80. Astors at \$11.

Business done direct:—Shanghai and Hongkong Wharves at Tls. 197 for August, at Tls. 198 for September, and at Tls. 199 for October. Indo-Chinas at Tls. 70 for July, and at Tls. 74 for December. Farnham, Boyds at Tls. 141 for July, and at Tls. 147 for December. Lands at Tls. 124. Internationals at Tls. 45. Langkats at Tls. 187 for September, and at Tls. 195 for December.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months' sight	110 1/2
France—Bank T.T.	23 3/4
America—Bank T.T.	45 1/2
Germany—Bank T.T.	192 1/2
India T.T.	140 1/2
Do. demand	141
Shanghai—Bank T.T.	71
Singapore T.T.	6 1/2
Japan—Bank T.T.	93 1/2
Java—Bank T.T.	113 1/2

Buying.

4 months' sight L/C.	110 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	24 1/2
6 months' sight do.	24 1/2
4 months' sight Germany	192 1/2
Bank Silver	27 1/2
Bank of England rate	2 1/2
Sovereign	10 5/8

OPINION QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	117 1/2
"Old	120 1/2
"Older	135
"Oldest	135 1/2
For chest	
Malwa New	100 1/2
Benares New	100 1/2
Benares (Paper)	75 1/2

Today's Advertisements.

NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this Bank will be CLOSED on and after 1st August next. CREDITORS are requested to send in their CLAIMS promptly. By Order of the Directors, E. W. RUTTER, Manager. Hongkong, 22nd July, 1905. [763]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary. Hongkong, 22nd July, 1905. [762]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the FOONG TAI FIRM, of Victoria, in the Colony of Hongkong, Tea Merchants, have on the 4th day of July, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

1.—A representation of an eight pointed Star in the centre of which is a Chinese Dragon above the same are the words FUNG MEE KAN KEE and the Chinese characters for the same (逢美錦記) meaning SHEK PING CHONG.

2.—The Chinese characters (逢泰號) meaning FOONG TAI SHIP, in the name of the FOONG TAI FIRM, who claim to be the Proprietors thereof. The Trade Mark is intended to be used by the Applicants forthwith, in respect of the following goods:—

TEA IN CLASS 42. Trade Mark 2 has been used by the Applicants in respect of the following goods:—

TEA IN CLASS 42. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 22nd day of July, 1905. DENNIS & BOWLEY, Solicitors for the Applicants. [764]

THE EVENT OF THE SEASON.

TO-NIGHT (SATURDAY), 22nd July, 1905.

SANDOW, THE PERFECT MAN.

and EXPONENT OF PHYSICAL CULTURE, and his GRAECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear nightly from 9.15 to 10.15 for the benefit of those living out of town. From 10.30 to 11.45 athletic displays by the pupils. Plan at the ROBINSON COMPANY. Prices \$3, \$2 and \$1. Doors Open 8 P.M. Overture 9.15 P.M.

A Special Car will run to the Peak every night 15 minutes after the performance. Hongkong, 22nd July, 1905. [744]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "COULSDON," FROM NEW YORK.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by ARNOLD KARBURG & Co., Agents. Hongkong, 22nd July, 1905. [765]

THE DAIRY FARM CO., LIMITED.

WE HAVE JUST RECEIVED A NEW SHIPMENT

of FINEST WILTSHIRE BACON.

Price 70 Cents per lb. Hongkong, 22nd July, 1905. [45]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

MAKERS OF

HIGH-CLASS PIANOS.

SPECIALLY BUILT FOR THIS

CLIMATE.

UPON SCIENTIFIC PRINCIPLES, OF THE

FINEST MATERIALS,

AND UNDER THE

PERSONAL SUPERVISION

OF

FIRST-CLASS EXPERT EUROPEAN

MANAGEMENT.

TUNERS, POLISHERS, REPAIRERS.

"EVERYTHING KNOWN IN MUSIC."

MUSICAL INSTRUMENTS AND TALKING MACHINES.

Cash or Easy Payments.

Hongkong, 20th July, 1905. [521]

THE

"BURLINGTON."

2, PEDDER'S STREET, OPPOSITE THE HONGKONG HOTEL.

DRESSES AND HATS OF THE LATEST FASHION

MADE ON THE SHORTEST NOTICE AT MOST REASONABLE CHARGES.

A Very Large Assortment of HATS (Trimmed and Untrimmed), MUSLINS, SILKS, PONGEE SILKS, AND

The following from well-known Parisian Houses:—

CHEMISES, UNDER GARMENTS, LACES, COMBS, SILK UMBRELLAS, &c.

At Prices, unprecedentedly low. HATS MADE AND TRIMMED BY OUR COURT MILLINER.

TELEPHONE NO. 536. Hongkong, 15th July, 1905. [714]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	25th July.	
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.	
GLASGOW and LIVERPOOL	"MACHAON"	11th "	
GLASGOW and LIVERPOOL	"ORESTES"	19th "	
GLASGOW and LIVERPOOL	"ULYSSES"	27th "	
GLASGOW and LIVERPOOL	"OUPACK"	3rd "	
GLASGOW and LIVERPOOL	"PELUS"	11th "	
GLASGOW and LIVERPOOL	"ALCINOUS"	19th "	
GLASGOW and LIVERPOOL	"AGAMEMNON"	27th "	
GLASGOW and LIVERPOOL	"JASON"	3rd "	
GLASGOW and LIVERPOOL	"TEUKLA"	11th "	

FOR	STEAMERS	TO	DATE
* GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	24th July.	
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.	
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "	
* GENOA, MARSEILLES & L'POOL	"STENTOR"	29th "	
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.	
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	26th "	
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	10th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	3rd August.	
	"JASON"	3rd September.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	22nd July.	
	"NINGCHOW"	17th August.	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd July, 1905.

CHINA NAVIGATION CO., LIMITED.

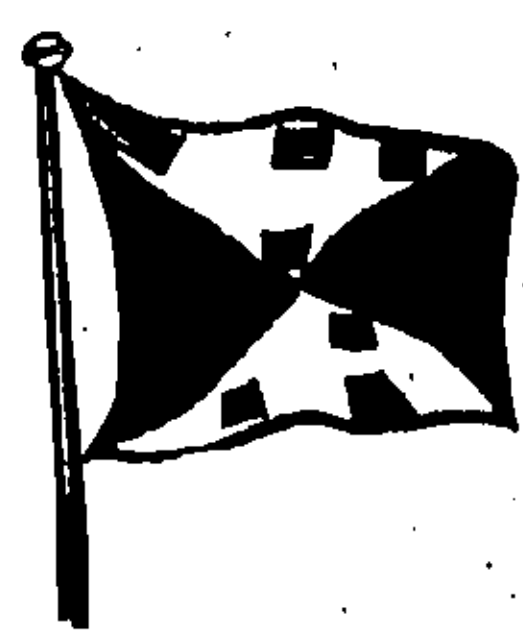
FOR	STEAMERS	TO	DATE
ILOILO	"KALAN"	24th July.	
MANILA	"TEAN"	25th "	
NINGPO and SHANGHAI	"TIENTSIN"	28th "	
CEBU and ILOILO	"SUNGKIANG"	29th "	
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TAIYUAN"	2nd August.	

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd July, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA	SATURDAY, 29th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd July, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	DATE
"INDRAWADI"	2540	A. H. Notley	NEW YORK	31st July.
"SIERRA BLANCA"	2540	R. Rodger	"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th July, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cylinders
and Ellips Duplexes.

Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 319.

Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING KEAI,"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 25 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,125 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.,

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First class single journey to Canton \$3.00

Second " " " " " 1.50

First class single journey to Macao 1.00

" " return " " " 2.00

Second " single " " " 80 Cents.

" " return " " " 1.50

Third " single " " " 50 "

" " return " " " 1.00

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Pernambuco."For further information, apply to the Office of
YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ST. HUGO" 12th August, 1905.

"SHIMOSA" 10th September.

For Freight and further information, apply
to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 19th July, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	MONDAY, 24th July, 3 P.M.
TIENTSIN	"ESANG"	WEDNESDAY, 26th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 28th July, 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd July, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 12th, 1905.
"ARAGONIA"	5,198	Schuldt	September 1st, "
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldmann	_____

The S.S. "Arabia" left Portland on the 2nd inst., and is expected to arrive here on August 3rd.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent

COMPAGNIE DES MESSAGERIES
MARITIMES.PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMATHE Company's Steamship
"SYDNEY"
Captain Combe, will be despatched for the
above Ports, on or about MONDAY, the 24th
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th July, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"GREGORY APCAR,"
Captain J. G. Olliff, will be despatched for the
above Ports, on TUESDAY, the 25th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 19th July, 1905.

"BEN" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND
ANTWERP.THE Steamship
"BENARTY,"
Capt. Sarchet, will be despatched as above, on
or about 2nd August.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th July, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

The leading English Newspaper in China

Also widely circulated in Japan, Ceylon

China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used is a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road

Hongkong.

VOODOO.

A high priest of this abominable cult has been on trial at Havana for sacrificing a white baby. He demanded the victim of a sick negro who applied to him for relief, and it was offered up to the holy snake—doubtless with the horrid grotesque solemnities described by Sir Spencer St. John many years ago. A dozen negroes were arraigned with him as accomplices; but we learn that there was great difficulty in obtaining evidence, and those who know anything of the matter easily believe it. But the word "Voodoo" may not be familiar to all. It is the term used in the French West Indies, and apparently the Spanish, for the awful superstition which we call Obeah, derived, they say, from "Vaudou," those harmless Protestants of Savoy whom Cromwell defended and Milton commemorated in a noble sonnet. Whichever negroes are found it prevails more or less, but we hope that actual murders like this are not committed in the British possessions. It cannot be said that they are impossible. The veneration for Obi is so strong, and the terror it inspires, with good reason, so abject, that white men only hear of its existence by some rare accident, and witnesses can hardly ever be obtained. There was a bad case in Martinique many years ago, when Sir G. Des Vieux was Governor. The body of a child was found, mutilated in a fashion which proved to experts that it had been sacrificed. A man perfectly well known to the police as one of the high priests was arrested. It came out that he had been accused years before of offering one of his own children; even after that a baby had disappeared in the neighbourhood of his hut. But though a large reward for evidence was advertised, with a guarantee of protection, no witnesses could be found.

When Sir Spencer St. John published his account of human sacrifice and semi-religious cannibalism in Hayti, good people were rather indignant than shocked. It could not be true—the negroes of Hayti are Christians! Perhaps there are some who still doubt, but they are not found among those who have experienced the Christian profession is not necessarily a bar. Mr. Aldridge, District Commissioner of Sherbro, says: "The very best natives, even those educated in the mission schools, believe in the unseen working of 'fetich medicine.' I do not think any native could be found who is not in bondage to this slavish superstition in some form or other." Colonel Ellis tells some grim stories in his History of the Gold Coast. In those countries, naturally, there is less concealment than in the West Indies, where, though a great proportion of the blacks live more or less in dread of Obi, we may hope that the initiated are a small minority. But, it may be asked, what is this awful cult? And no one, perhaps, can answer with confidence. It is the working only that we know in detail. There is a sacred snake, to which offerings are made—fowls, pork, fruit, and, for a great effort, children or even adults. Worship is always at night, in a lonely place, generally a wood. Devotees ask the aid of Obi to cure sickness, to gain an object, or to avenge themselves, and it is granted for a consideration. Then the priests or priestesses "make medicine"—that is, charms, philtres, and poisons. "Nothing can be done by words merely," says Mr. Aldridge, "they must be accompanied by some mysterious rite in which secretly prepared leaves and herbs play the most prominent part. Distance is no bar to the potency of the 'medicine'; people twenty miles away are supposed to be as much affected as if present. Absolute secrecy is kept, not because an oath has been taken, but because everyone believed that disclosure would be fatal. In all the years I have been in the country I never yet succeeded in penetrating the inner mysteries. I am satisfied that no one outside the society really knows what the secrets are."

But everyone who has practical experience of West Africa knows what the consequences are. It was the Bishop of Sierra Leone who wrote: "Small social gatherings are almost unknown from fear of poison." The Chief Justice of Cape Coast Castle protested, in a moment of despair, that he was "not master of his own Court!"—always he felt himself environed by influences unseen and intangible, which compelled him to take a certain course, even though he felt almost sure it was unjust. When lawyers, witnesses, police, interpreters, and officials are bowed under fear of death to sustain a falsehood, how can an English judge, who does not even speak the language, make the truth prevail? One who showed himself too zealous might probably receive a hint in the form of attacks which the doctors could not understand. But the Fetish priests are very reluctant to take a white man's life. It might cause trouble, and, besides, merchants of experience often contribute liberally to their funds for value received. If a servant absconds with property, if a debtor will not pay or makes a fraudulent bankruptcy, the prudent trader does not think of applying to the law. He puts the "Fetich" in motion, and rarely does it fail him. We ourselves were once staying with one of the principal merchants at Cape Coast Castle. His safe was stolen one night, and he suspected the cashier. A word to the chief living opposite brought two men, who silently led the cashier away pale but unresisting. He disappeared for a fortnight. Then a great part of the money was restored, and next day he resumed his stool—but a shadow of his former self. I was assured, however, that no physical torture would be used. In Old Calabar European traders have long sought initiation to the local Obeah, as far as the third grade, which entitles them to sound the "Egbo horn" when a debtor will not pay; if he refuse after that, the Fetish deals with him. There are said to be ten grades of Egbo, of which the lower seem to be inoffensive; but, on the whole, it is an organization, like the rest, for implanting terror, upheld by systematic horrors. But we would not deny that the influence works for the public benefit in some matters.

All these superstitions were carried by slaves to the West Indies, where there was no room for their good service, but an unlimited field for devilry. How far they still survive in the British islands is a question which

